Tourist spots connected by Air

*173. SHRI TINDIVANAM G. VENKATRAMAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) how many new tourist spots have been connected by air; and

(b) the steps Government have taken or propose to take to motivate the foreign tourists to identify the new tourist spots?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Identification of new tourist spots is an on-going process. In pursuance of the National Action Plan for Tourism, the Department of Tourism in consultation with the State Government and Union Territories have identified the following 11 travel circuits and 6 destinations:—

Trvel Circuits

1. Kulu-Manali-Leh
2. Gwalior-Shivpuri-Orcha-Khajuraho
3. Bagdogra-Sikkim-Darjeeling-Kalimpong
4. Bhubaneswar-Puri-Konark
5. Hyderabad-Nagarjunacagar-Tirupati
6. Madras-Mahabalipuram-Pondicherry
7. Rishikesh-Narender Nagar-Gangotri-Badrinath
8. Indore-Ujjain-Maheshwar-Omkareshwar-Mandu
9. Jaisalmer-Jodhpur-Bikaner-Barmer
10. Raigad Fort-Jakjira Fort-Kuda Caves-Sirivardhan-Harihareshwar-Sindhudurg
11. Bangalore-Mysore-Hassa

Destinations

1. Lakshadweep Islands
2. Andaman Islands
3. Manali (Solang-Nalah)
4. Bekal Beach
5. Muttukadu Beach
6. Kangra (Pong Dam)

All the above spots are connected directly either by air or through road or railways with the major cities of the country.

Indian Airlines and private air taxi operators based on the demand for air services and technical considreations operate flights to new tourist spots.

The National Airports Authority of India has taken up 12 airports for upgradation as model airports to bring them upto international standards.

Steps taken to promote tourism overseas, include advertising through print and electronic media, printing and distributon of publicity material, extending support to tour operators and travel agents, promoting air charters for tourists, participation in fair and festivals, promoton through direct mail and highlighting the tourist attractions of the country through films, audio-visuals, posters, multi-vision presentations and through personal contracts.

Biogas plants installed in Gujarat

*174. SHRI CHIMANBHAI HARIBHAI SHUKLA: Will the PRIME MINISTER be peased to state:

(a) what is the district-wise number of bio-gas plants installed in the State of Gujarat during the last three years;

(b) what target has been fixed regarding installation of bio-gas plants during 1994 in the rural and adivasi areas of the State;

(c) what is the total number of bio-gas plants installed in the country during the said period; and

(d) what amount has been allocated by Government for the installation of bio-gas plants?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI S. KRISHNA KUMAR): (a) The number of biogas plants installed in the State of Gujarat during the last three years, i.e. 1991-92 to 1993-94; district-wise, is given in the enclosed statement, (*see* below).

(b) The State has been allocated a target of setting up of 39,200 family type biogas plants and seven community, institutional and night-soil based biogas plants in rural and adivasi areas during the year 1994-95.

(c) During the period 1991-92 to 1993-94, a total of over 5.75 lakh family type biogas plants and 519 community, institutional and night-soil based biogas plants have been installed in the country under National Project on Biogas Development and Community, Institutional and Night-soil based Biogas Plants Programme, respectively.

(d) A budget provision of Rs. 63.70 crores and Rs. 3.00 crores has been provided for National Project on Biogas Development and Community, Institutional and Night-Soil Based Biogas Plants Programme, respetively, for the year 1994-95.

Statement

District-wise number of family type and community, institutional and nightsoil based biogas plants set up in the state of Gujarat during 1991-92 *to* 1993-94.

Name of District	Number of plants set up during 1991-92 to 1993-94	
	Family type biogas plants	Community, institutional and night-soil based biogas plants
1	2	3
Ahmadabad	4269	1
Amreli	4491	3
Banaskantha	3682	4
Bharuch	3028	6
Bhavnagar	2081	1
Gandhinagar	340	..
Jamnagar	5954	..
Junagarh	13559	4
Kutchh	512	..
Kheda	7935	3
Mehsana	8330	10
Panchmahal	8691	..
Rajkot	8884	..

1	2	3
Sabarkantha	10583	17
Surat	5551	..
Surendranagar	1125	..
The Dangs	182	..
Vadodara	15191	1
Valsad	8372	2
TOTAL	112860	52

Development of indigenous LCA

*175. SHRI PRAMOD MAHAJAN:

SHRI VIREN J. SHAH:

Will the PRIME MINISTER be pleased to state:

(a) when the work on the indigenous development of Light Combat Aircraft (LCA) commenced and by what time it was anticipated to be completed and at what estimated cost;

(b) how much expenditure has been incurred so far on LCA project;

(c) what is the present stage of development of LCA and by when it is expected to be completed and at what cost; and

(d) what are the reasons for the delay and huge cost overruns?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI MALLIKARJUN): (a) The Feasibility Study of LCA commenced in 1983 and the first flight-test was planned in 1990. The preliminary, estimated cost was Rs. 560 crores at the 1982-83 price-level. Government approval for building two technology demonstrators of LCA under Full Scale Engineering Development (FSED)—Phase I, was accorded in April 1993 at a cost of Rs. 2188 crores at the October 1991 price-level.

(b) A sum of Rs. 717 crores has been spent so far.

(c) LCA is now in Phase-I of Full Scale Engineering Development phase Fabrication, assembly and integration of components and sub-systems has commenced. The first flight is planned in June 1996.

(d) The main reasons for the delay are :—

(i) technology gaps arising from the absence of a major aircraft development programme in the period 1960-80.

(ii) inadequate infrastructure.

(iii) delays due to export clearance procedures in procurement of items from abroad.

(iv) revision of development strategy with emphasis on higher indigenous content due to the resource crunch.

The reason for cost overruns are:

(i) general increase due to inflation and change in foreign exchange parity rates.

(ii) change in development strategy.

(iii) build up of infrastructure and test facilities.